

BookletChart™

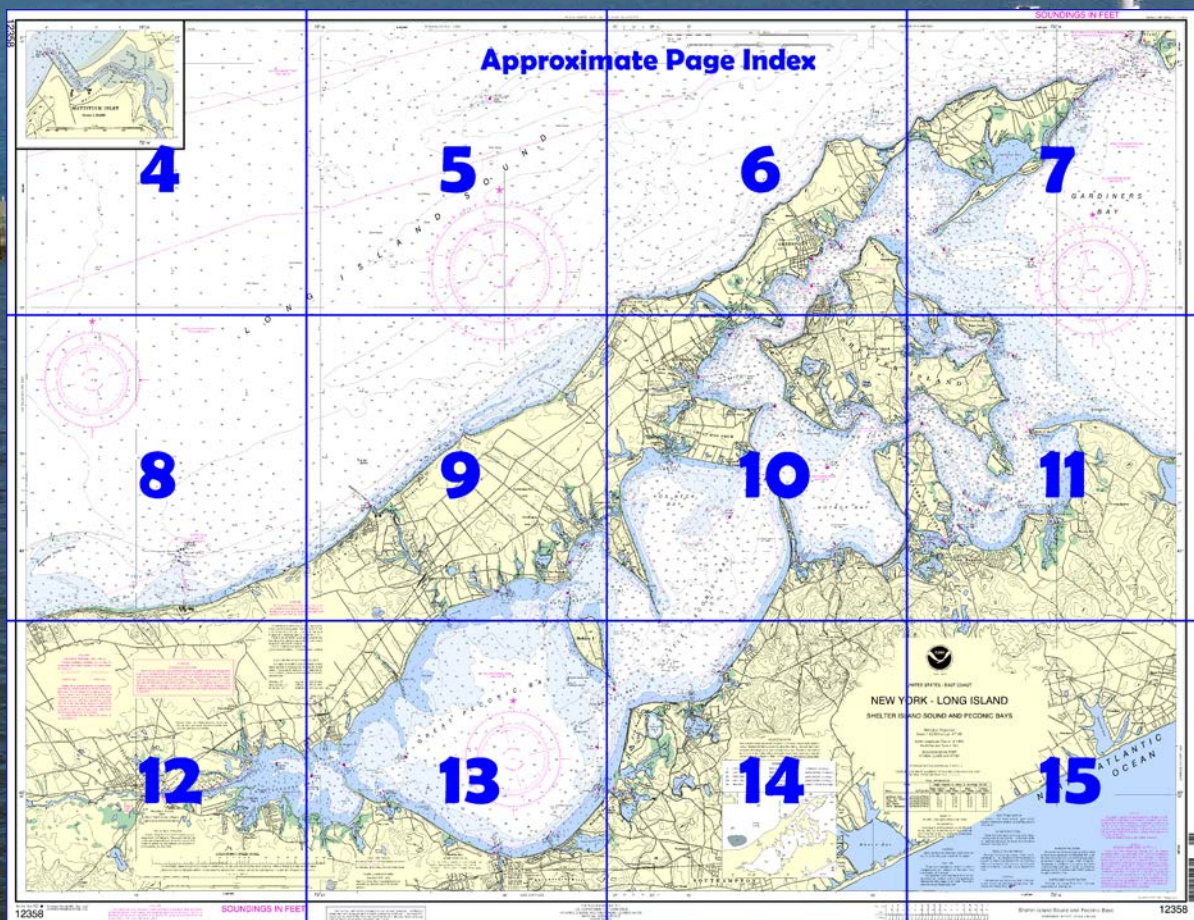
Shelter Island Sound and Peconic Bays NOAA Chart 12358



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12358>.



(Selected Excerpts from Coast Pilot)
Shelter Island Sound and Peconic Bays extend westward from Gardiners Bay about 22 miles to Riverhead, the head of navigation on Peconic River. Fishtraps and oyster stakes are on many of the shoals. A depth of about 26 feet can be carried through the channel north of Shelter Island and through Little Peconic Bay as far as Robins Island, and about 13 feet through the channel south of Shelter Island. Across the bar between Little and Great Peconic

Bays about 13 feet can be carried. With local knowledge greater depths can be carried in the channels and across the bar. A depth of about 6 feet can be taken to South Jamesport and Riverhead.

Currents.—The **tidal currents** have considerable velocity wherever the channel is narrowed. The velocity in the narrower places is about 1.8 knots.

Ice.—Ice obstructs navigation in the coves and shallow harbors during January and February. In severe winters, drift ice is reported to interfere with navigation for short periods of time. In the south arm of Shelter Island Sound, the ice is heavy enough at times to destroy structures exposed to it.

Small-craft facilities.—Diesel fuel, gasoline, ice, water, marine supplies, and other provisions can best be obtained at Greenport and Sag Harbor. Several boatyards, shipyards, marine railways, and enclosed basins with excellent repair facilities are at Greenport.

Ram Head is a prominent sandy bluff on the western shore of Gardiners Bay. A lower bluff is nearly 1.5 miles westward of Ram Head with numerous houses along the top. A shoal with 7 to 17 feet over it extends about 2.4 miles southeastward from Ram Head.

A boulder with 1 foot over it is 230 yards from shore about 0.3 mile northeastward of the northern point of the entrance to Coecles Harbor. Other boulders with little depth are between this boulder and Ram Head.

The entrance to **Coecles Harbor** is at the south end of Ram Head; the channel is marked by private seasonal buoys and a private seasonal light. In 1996, the reported controlling depth in the privately maintained entrance channel was 8 feet. The **speed limit** is 5 mph. A marina and boatyard are in the harbor. A mobile hoist at the boatyard can haul out craft up to 35 tons; gasoline, water, ice, diesel fuel, marine supplies, sewage pumpout, berths, guest moorings, storage facilities, and complete engine and hull repairs are available. In 1981, a reported depth of 5½ feet could be carried to the marina and boatyard. In 2003, a dangerous rock was reported about 250 yards south of Buoy 10 at 41°04'11.5"N., 72°18'22.5"W. Care should be taken to avoid this hazard. A **special anchorage** is in Coecles Harbor. (See **110.1** and **Orient Harbor**, about 4 miles northwestward of Ram Head, is an excellent anchorage; the depths range from over 20 feet in its southern part to 16 feet at its northern end. **Orient** is a village at the northeast end of Orient Harbor. At the end of the main wharf the depth is 8½ feet. The eastern part of Orient Harbor has depths of 7 to 9 feet. Fish traps are on the shoals.

Hallock Bay makes eastward from Orient Harbor on the north side of Long Beach Point. A channel, marked by uncharted private daybeacons, leads into the bay. The bay is shallow and dangers and shoaling have been reported. Local knowledge is advised prior to entering.

Gull Pond is 0.3 mile westward of Cleaves Point at the southwest end of Orient Harbor. In 1981, a reported depth of 4 feet could be carried through the entrance, with depths of 10 to 15 feet reported in the pond. A State launching ramp is available in the pond.

Greenport is an important town and the terminus of a branch of a Class II railroad. The white church spires, near the northern end of town, and a tank and TV radio tower in the center of town are prominent.

Greenport Harbor is formed on the northeast by a 5-foot-high breakwater, which extends 0.2 mile southeastward from **Youngs Point**, nearly to the 18-foot curve, and is marked at its outer end by a light. The depths at the wharves range from 5 to 20 feet. The railroad wharf on the south side of the waterfront can accommodate a vessel up to 100 feet. The **harbormaster** for Greenport Harbor controls mooring and berthing in the basin. The **speed limit** is 5 mph.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

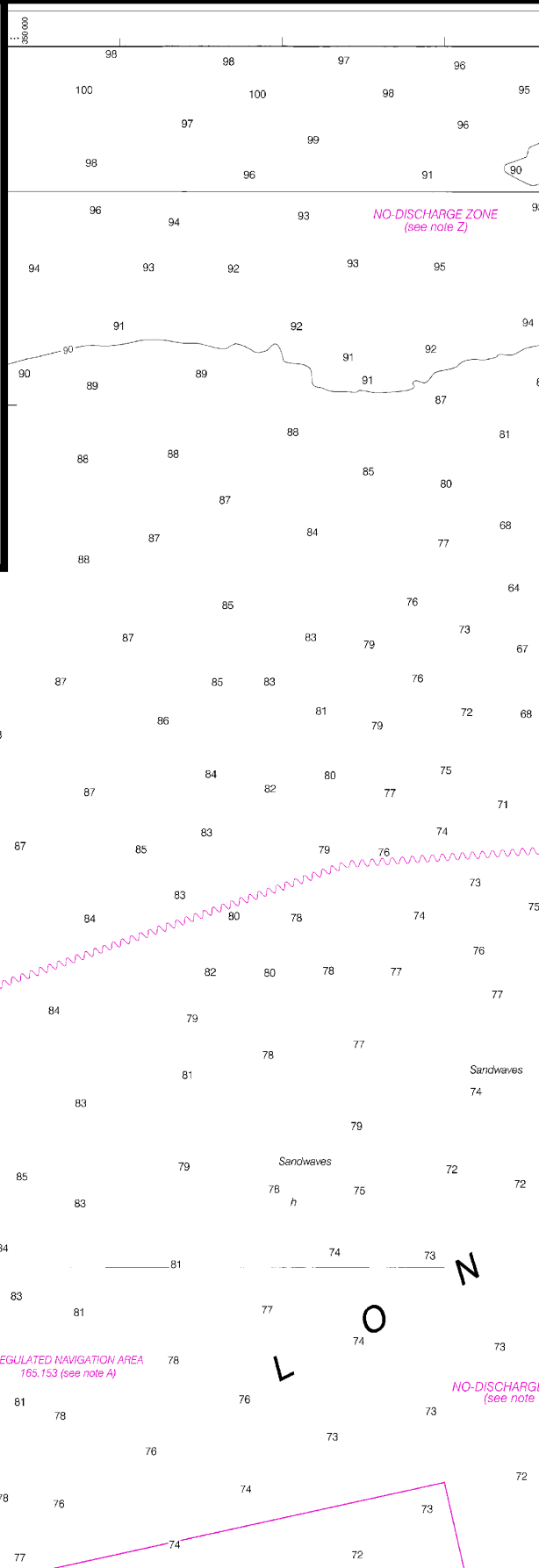
Table of Selected Chart Notes

Corrected through NM Jul. 9/11
Corrected through LNM Jun. 28/11

Mercator Projection
Scale 1:40,000 at Lat. 41° 02'

North American Datum of 1983
(World Geodetic System 1984)

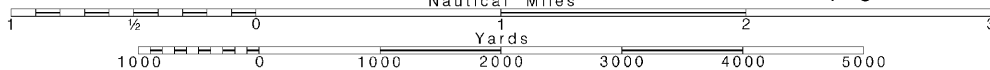
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER



Joins page 8

Printed at reduced scale.

See Note on page 5.



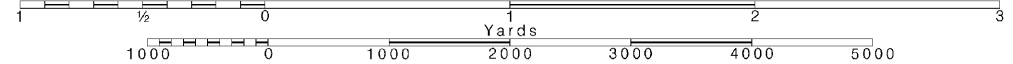
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57143. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

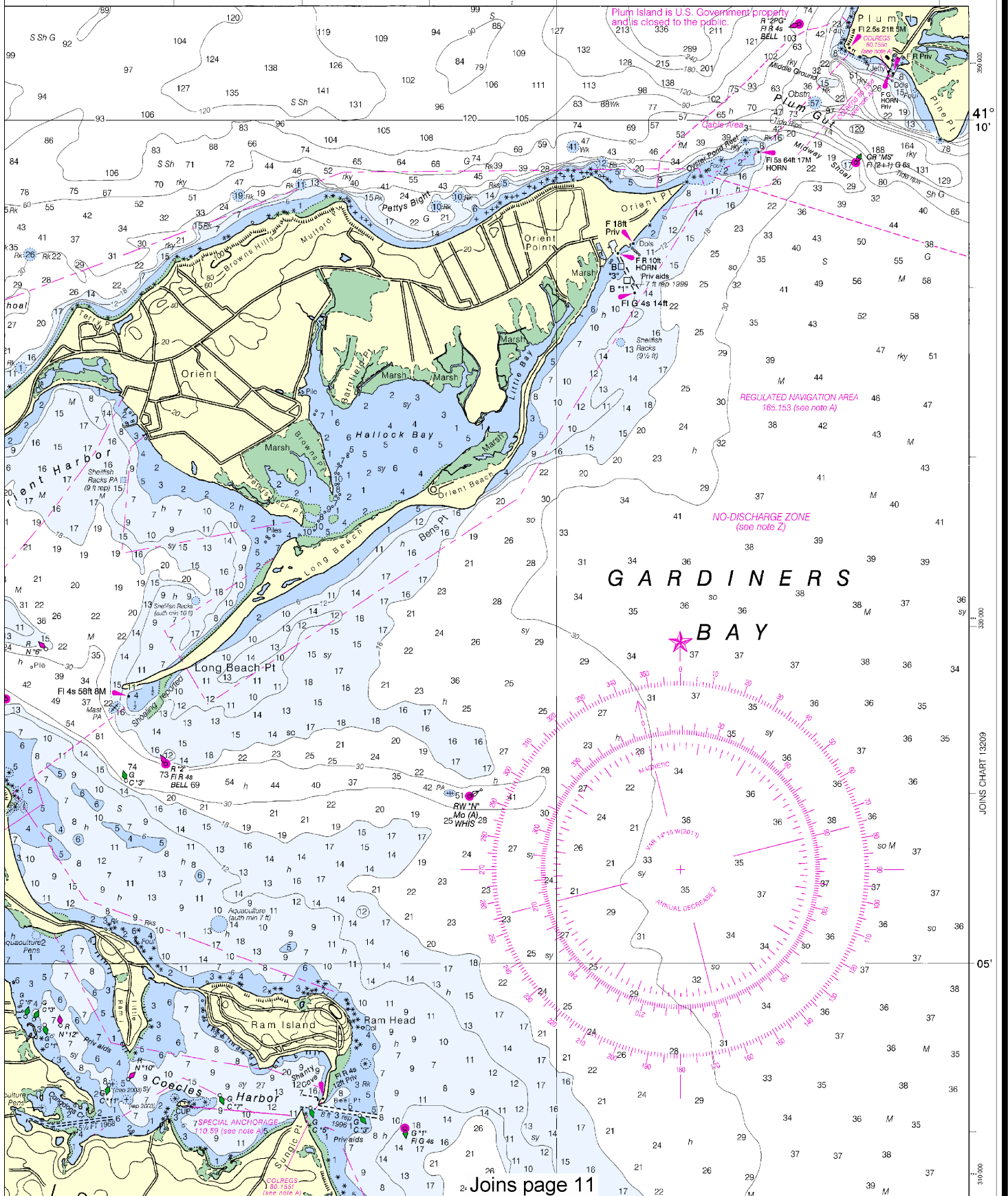
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

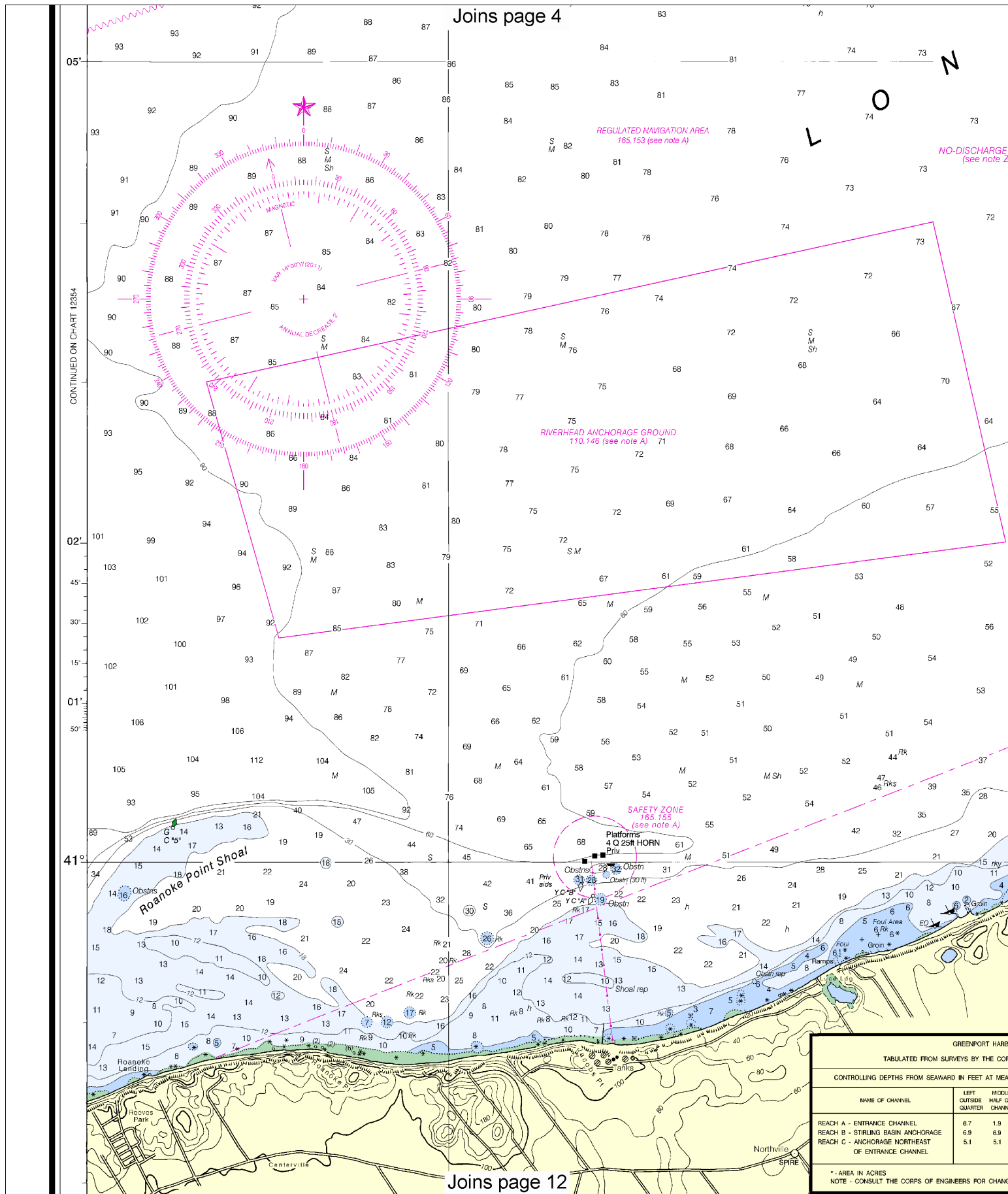
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



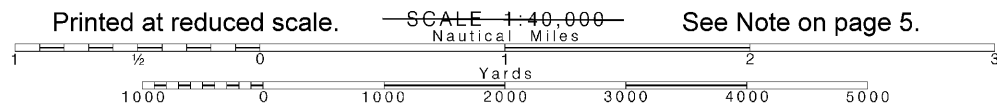


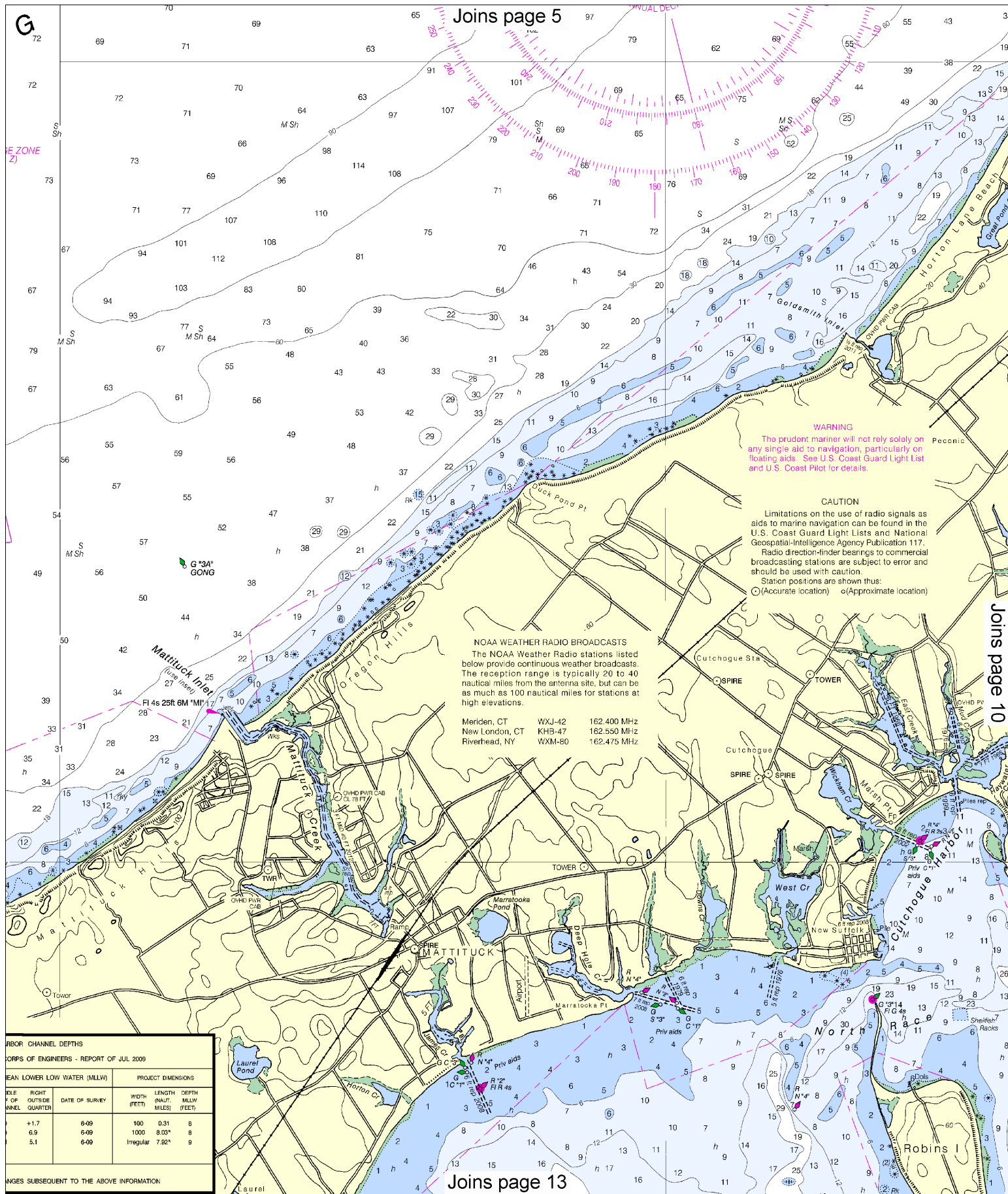
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



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Note: Chart grid lines are aligned with true north.





Joins page 5

Joins page 10

Joins page 13

REBOR CHANNEL DEPTHS					
CORPS OF ENGINEERS - REPORT OF JUL 2009					
MEAN LOWER LOW WATER (MLLW)			PROJECT DIMENSIONS		
DATE OF SURVEY	RIGHT OF QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
4-17	6-09	100	0.31	8	
6-9	6-09	1000	8.03	8	
5.1	6-09	Irregular	7.92	9	

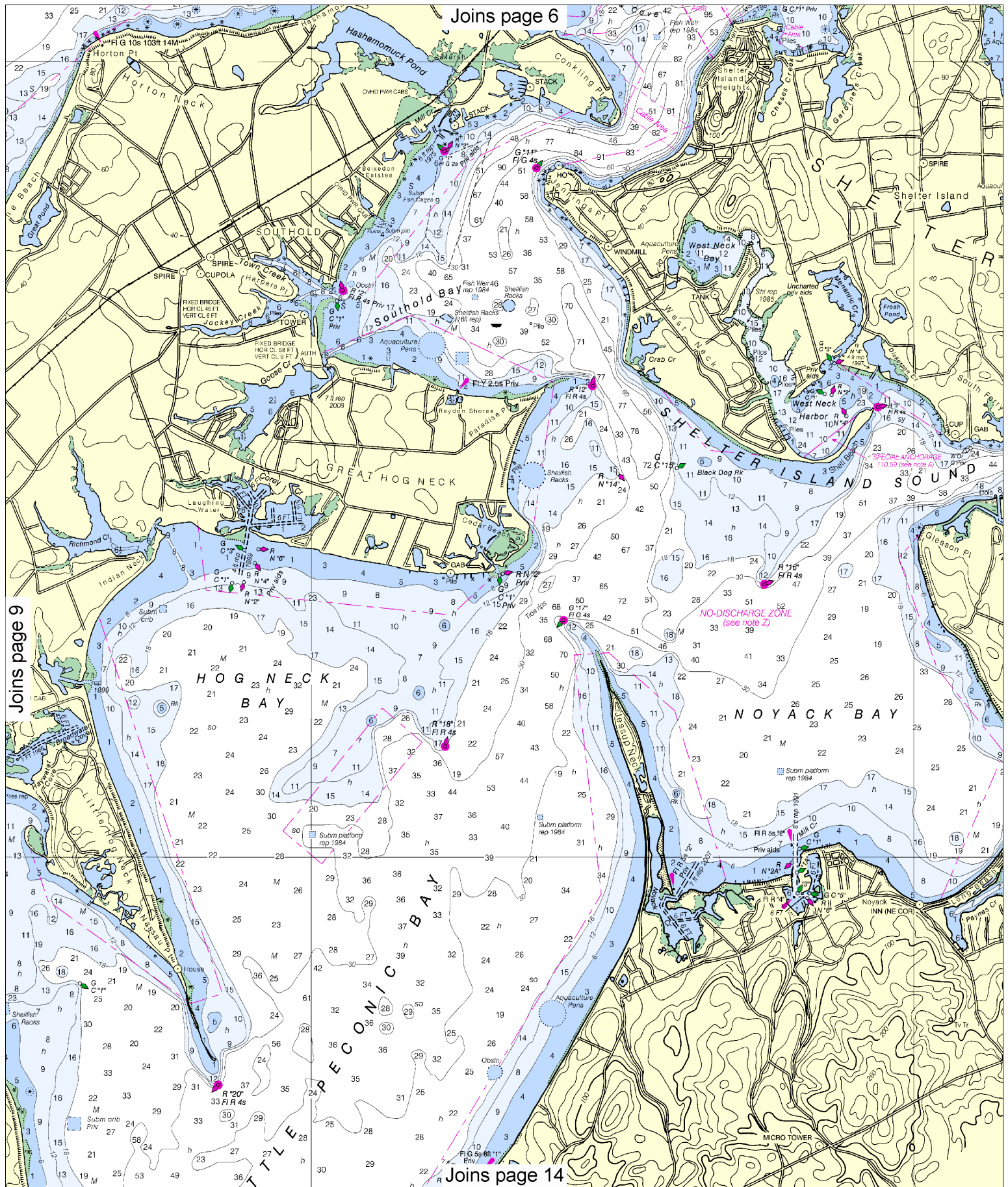
CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.400 MHz
New London, CT	KHB-47	162.550 MHz
Riverhead, NY	WXM-80	162.475 MHz

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)



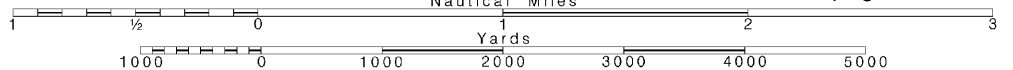
10

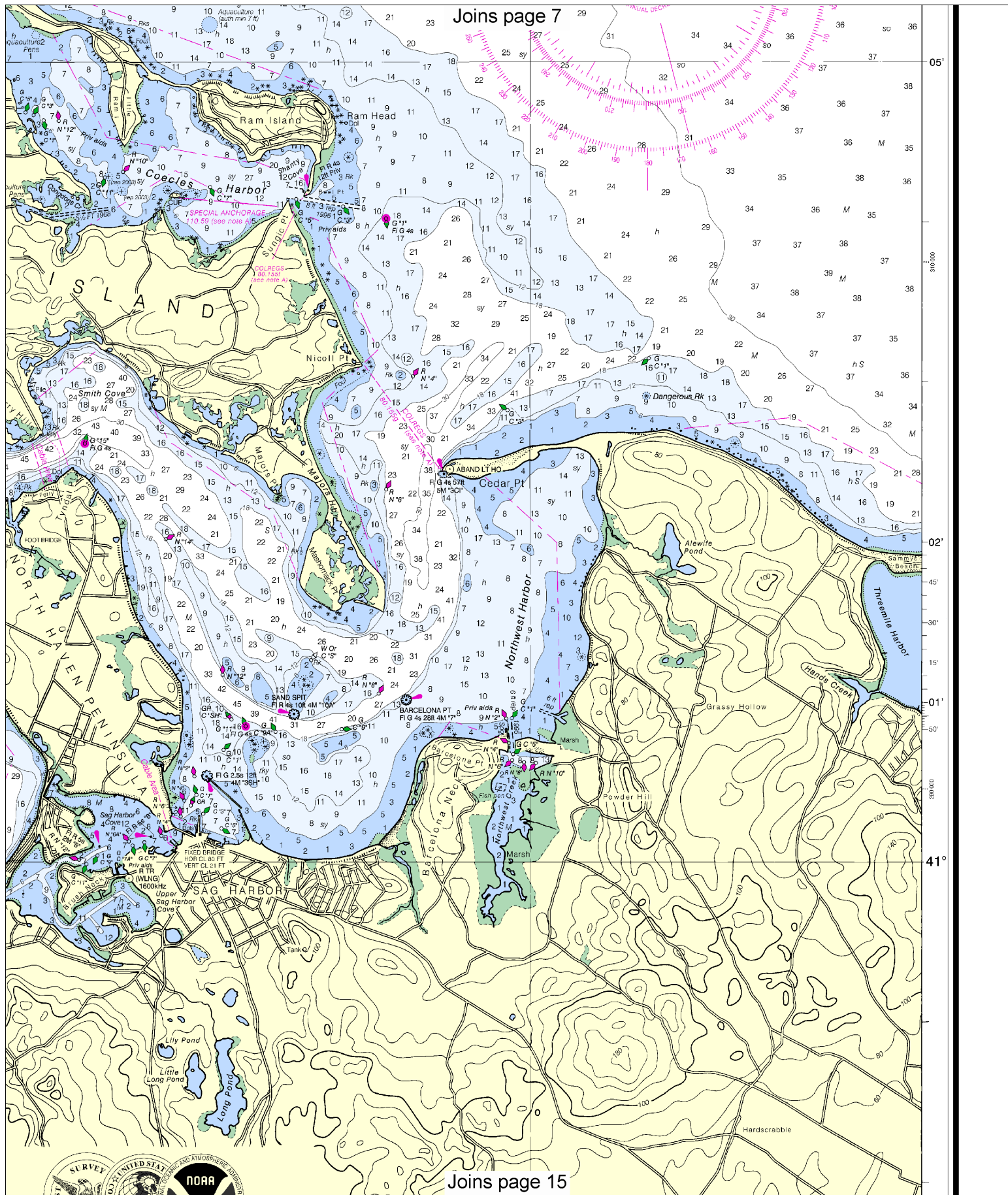
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





GREENPORT HARBOR			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW WATER			
NAME OF CHANNEL	LEFT QUARTER	RIGHT QUARTER	MEAN
REACH A - ENTRANCE CHANNEL	6.7	1.9	
REACH B - STIRLING BASIN ANCHORAGE	6.9	6.9	
REACH C - ANCHORAGE NORTH-EAST OF ENTRANCE CHANNEL	5.1	5.1	

* AREA IN ACRES
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES

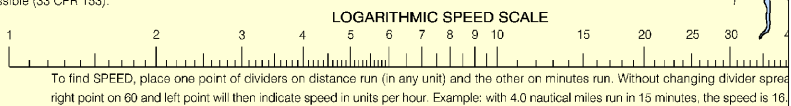
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

----- Pipeline Area -----
----- Cable Area -----

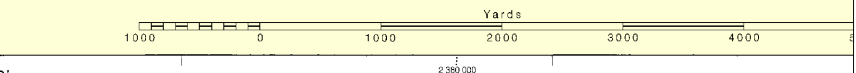
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Reeves Creek and Meetinghouse Creek are marked with uncharted seasonal private aids. Use only with local knowledge.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



SCALE 1:40,000
Nautical Miles



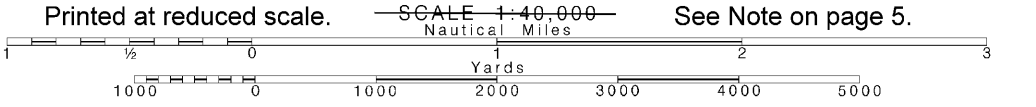
21st Ed., Jul. / 11 ■ Corrected through NM Jul. 9/11
Corrected through LNM Jun. 28/11

12358

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

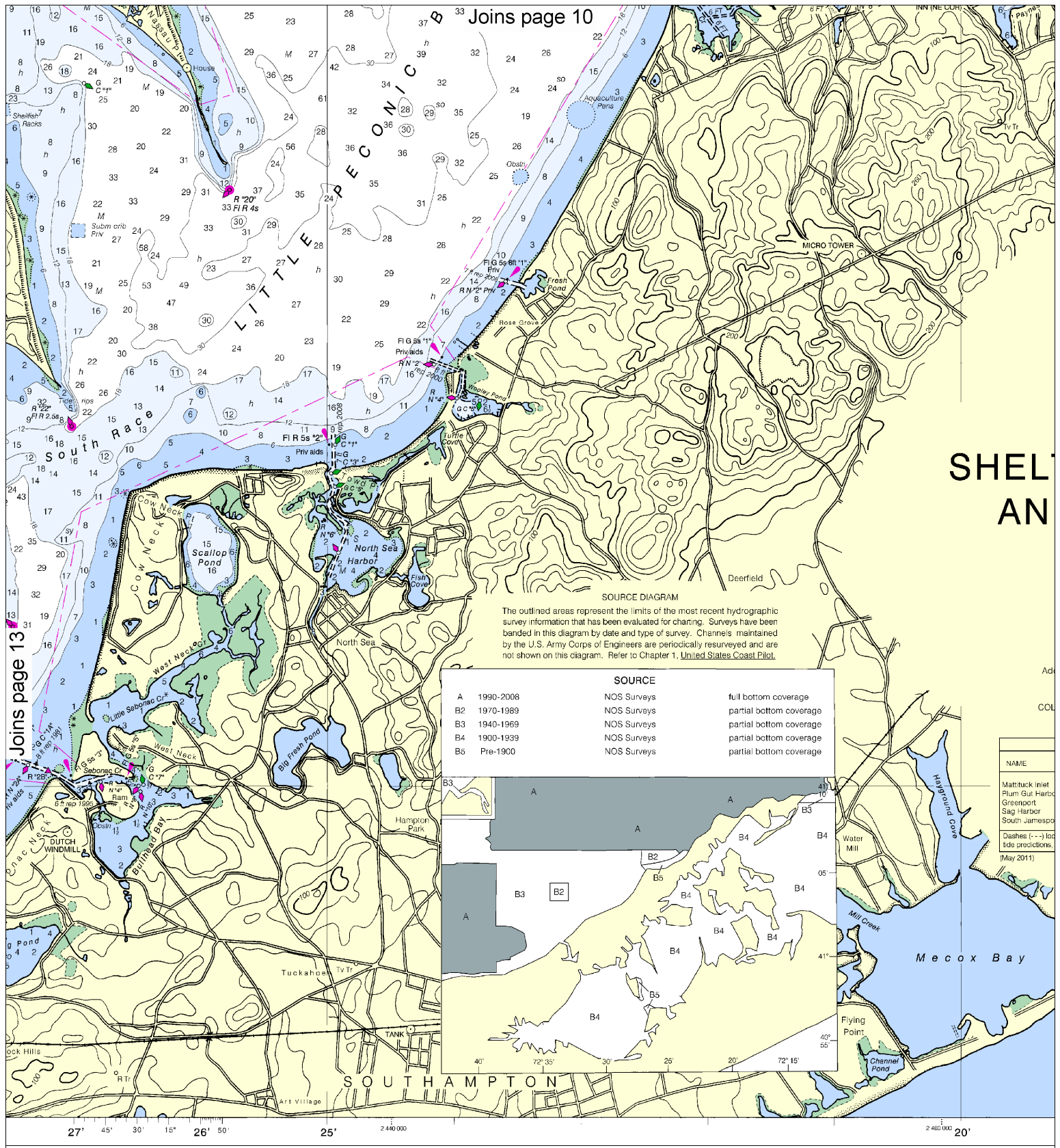
Note: Chart grid lines are aligned with true north.



See Note on page 5.

CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC SURVEY
COAST SURVEY



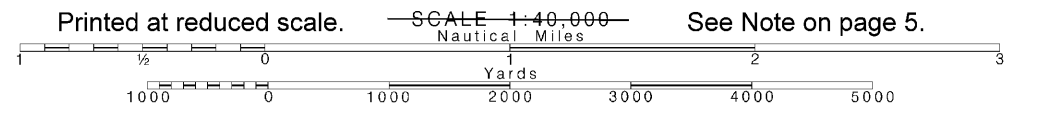
at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://oceansdata.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

FATH
 FE
 MET

Note: Chart grid lines are aligned with true north.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK - LONG ISLAND

SHELTER ISLAND SOUND AND PECONIC BAYS

Mercator Projection
Scale 1:40,000 at Lat. 41° 02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

REGULATIONS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean Low Water
(LAT/LONG)	feet	feet	feet
Shelter Island Sound	(41° 01' N/72° 34' W)	5.7	5.4
	(41° 10' N/72° 12' W)	3.1	2.8
	(41° 06' N/72° 22' W)	2.9	2.6
	(41° 00' N/72° 18' W)	3.0	2.7
Peconic Bay	(40° 56' N/72° 35' W)	3.3	3.0

Locations in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tides, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notes to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on New York Marine Police Cruisers while underway in the coastal and inland waters of Suffolk County, Long Island New York.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.369" northward and 1.694" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



Shelter Island Sound and Peconic Bays
SOUNDINGS IN FEET - SCALE 1:40,000

12358



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker